

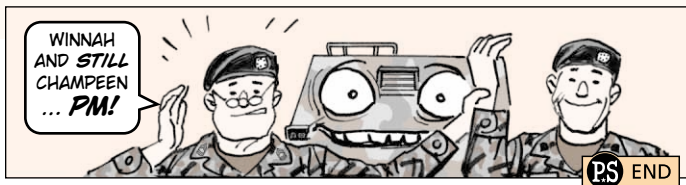
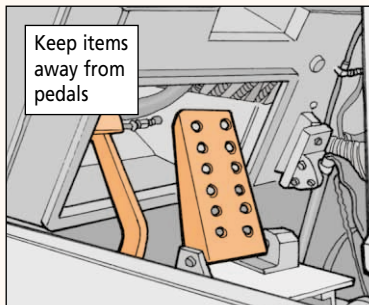
Lowering the Cab

Before lowering the cab, check inside for any TMs, tools or other items that may have fallen around the accelerator and brake pedals. Anything that gets in the way will be crushed and can damage the control linkages as the cab is lowered.

Once the cab is down, lock it down right or you could ruin the threads on the hold-down nuts or crack the frame.

If the nuts are not seated or tightened right, the cab sits cockeyed. The frame can crack as the cab flexes. The nuts can bind, too, so keep the threads clean. Never cross-thread 'em or the entire hold-down assembly has to be replaced. Use a little oil on the threads occasionally to make the job easier, too.

Release the tension on the elevation mechanism after the hold-down nuts are tightened. That way, there's no pressure on the mechanism while you're in operation. If you can move the elevation mechanism with your fingers, the tension is released.



M1A1 Tank...

IS YOUR TANK CRACKING UP?

If you've noticed cracks developing on the underside of the turret, don't panic. Your tank is not coming apart at the seams.

In most cases, these are not cracks in the armor but in the thin metal skin that covers the bottom of the turret.

The cracks need to be repaired, though, so keep an eye out for them during your PMCS. If you spot any, let your mechanic know. He'll fix them following the procedures that start on Page 5-361 of TM 9-2350-264-20-2-3.

